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January 7, 2015

Ms. Cynthia Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: STB Ex Parte No. 724 (Sub-No. 3), United States Rail Service Issues—Data Collection

Dear Ms. Brown:

Enclosed for electronic filing in the above captioned proceeding is the Weekly Report of BNSF in response to the Board's Order of October 8, 2014. Thank you for your attention to this matter.

Sincerely,

A handwritten signature in purple ink, appearing to read "Jill K. Mulligan", with a large, stylized loop at the end.

Jill K. Mulligan

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

STB EX PARTE NO. 724 (Sub-No. 3)

UNITED STATES RAIL SERVICE ISSUES—DATA COLLECTION

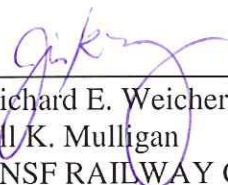
**WEEKLY REPORT OF
BNSF RAILWAY COMPANY**

BNSF Railway Company (“BNSF”) provides the following weekly report in response to the Board’s Order of October 8, 2014 in the above referenced sub-docket. The Board’s Order contained requests for reporting that can be grouped into three separate categories: (i) weekly railroad-specific reporting on performance metrics for that railroad’s network; (ii) a weekly overview of the operating conditions in the Chicago gateway including specific metrics regarding Chicago terminal inventories and trains held for delivery to Chicago; and (iii) a report summarizing the current Chicago Transit Coordination Office (CTCO) service contingency protocols, including Alert Levels, with notice of future changes. Covered parties are required to submit weekly reports of data responsive to the Board’s requests, which are described as temporary.

Included with this pleading is an electronic spreadsheet containing BNSF’s weekly submission of data responsive to the first category of data requests in the Order, which cover BNSF-specific network performance measures. A hardcopy of the spreadsheet is also included herein as Attachment A. Information responsive to the second and third categories of requests is being submitted on behalf of BNSF and the other Class I railroads through the AAR in a separate filing that will also be updated according to the schedule contained in the Board’s Order.

BNSF will continue to update the enclosed spreadsheet on a weekly basis, and will continue to review available data sets and definitions as we gain more familiarity with the data sources relied on for this report. We repeat our earlier caution against drawing firm conclusions based on the absolute values reported in BNSF's report or across the various railroads that are also submitting data. BNSF will also continue to engage frequently and substantively with our customers through direct conversations, and through broader communications and letters, customer forums, meetings and broadcasts to provide real-time information around our service challenges, our short-term and long-term plans to increase network velocity, and our progress against those plans, and to ensure we hear their perspectives and feedback.

Respectfully submitted,



Richard E. Weicher
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January 7, 2015

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: 12/28/2014	Date Week Ended: 1/3/2015
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1. System-Average Train Speed by Train Type for the Reporting Week (MPH)

Intermodal	35.3
Grain unit	23.9
Coal unit	19.2
Automotive unit	27.2
Crude oil unit	22.4
Ethanol unit	23.9
Manifest	22.8
All Other	19.5

2. Weekly Average Terminal Dwell Time Measured in Hours Excluding Cars on Run Through Trains

System Average	26.5
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2. Weekly Average Terminal Dwell Time Measured in Hours for 10 Largest Terminals in Terms Of Railcar Capacity

Barstow, CA	42.9
Denver, CO	40.1
Fort Worth, TX	30.1
Galesburg, IL	31.3
Kansas City, KS	29.4
Lincoln, NE	34.5
Memphis, TN	13.5
Northtown, MN	34.6
Pasco, WA	28.7
Tulsa, OK	22.4

3. Total Cars On Line by Car Type for the Reporting Week

Box	11,208
Covered hopper	70,482
Gondola	8,344
Intermodal	15,837
Multilevel (automotive)	5,820
Open hopper	66,978
Tank	54,349
Other	10,578
Total	243,596

4. Weekly Average Dwell Time at Origin for Unit Train Shipments Measured in Hours

Grain	10.3
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Coal	4.1
Automotive	29.8
Crude Oil	5.4
Ethanol	8.1
All Other Unit Trains	9.0

5. Weekly Total Number of Trains Held Short of Destination or Scheduled Interchange for Longer than 6 Hours by Train Type and Cause									
Train Type	Cause								
	Crew	Locomotive power	Track maintenance	Mechanical Issue	Other		Number	Briefly Explain Cause	Total
Intermodal	31	0	4	0			32	Road, Terminal, Other	67
Grain unit	6	2	0	4			92	Road, Terminal, Other	104
Coal unit	109	8	0	4			223	Road, Terminal, Other	344
Automotive unit	3	0	0	0			24	Road, Terminal, Other	27
Crude oil unit	5	2	0	3			61	Road, Terminal, Other	71
Ethanol unit	0	0	0	2			10	Road, Terminal, Other	12
Other unit	9	0	5	2			41	Road, Terminal, Other	57
All other trains	41	9	2	2			171	Road, Terminal, Other	225
Total	204	21	11	17			654	Road, Terminal, Other	907

6. Weekly Total Number of Loaded and Empty Cars in Revenue Service That Have Not Moved In:					
	Greater Than 120 Hours		Greater Than 48 but Less than or Equal to 120 Hours		
	Loaded	Empty	Loaded	Empty	
Intermodal	183	1,418	764	2,678	
Grain	517	1,118	1,760	2,758	
Coal	659	883	1,137	1,494	
Crude Oil	5	61	385	688	
Ethanol	77	154	1,152	1,040	
Automotive	173	222	1,229	830	
All Other	1,754	3,106	12,702	13,868	

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: Date Week Ended:	12/28/2014 1/3/2015
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7. Weekly total grain cars loaded and billed, reported by State, aggregated for the following Standard Transportation Commodity Codes (STCCs): 01131 (barley), 01132 (corn), 01133 (oats), 01135 (rye), 01136 (sorghum grains), 01137 (wheat), 01139 (grain, not elsewhere classified), 01144 (soybeans), 01341 (beans, dry), 01342 (peas, dry), and 01343 (cowpeas, lentils, or lupines). "Total grain cars loaded and billed" includes cars in shuttle service; dedicated train service; reservation, lottery, open and other ordering systems; and, private cars. Additionally, please separately report the total cars loaded and billed in shuttle service (or dedicated train service) versus total cars loaded and billed in all other ordering systems, including private cars.

Instruction: Please enter "0" if no data is being reported for a field.

State	Total Grain Cars Loaded and Billed For All Ordering Systems	Total Grain Cars Loaded and Billed For Shuttle / Dedicated Train Service Ordering Systems	Total Grain Cars Loaded and Billed For Ordering Systems Other Than Shuttle / Dedicated Train Service
AL	0		
AR	0		
AZ	0		
CA	0		
CO	3		3
CT	0		
DE	0		
FL	0		
GA	0		
IA	201	0	201
ID	1		1
IL	553	553	0
IN	0		
KS	231	217	14
KY	0		
LA	0		
MA	0		
MD	0		
ME	0		
MI	0		
MN	573	540	33
MO	0	0	0
MS	0		
MT	648	444	204
NC	0		
ND	1,052	660	392
NE	603	511	92
NH	0		
NJ	0		
NM	0		
NV	0		
NY	0		
OH	0		
OK	0		
OR	0		
PA	0		

RI	0				
SC	0				
SD	949		881		68
TN	0				
TX	217		217		
UT	0				
VA	0				
VT	0				
WA	87				87
WI	17				17
WV	0				
WY	12				12
Total	5,147		4,023		1,124

EP 724 - US RAIL SERVICE ISSUES - DATA COLLECTION

Railroad: BNSF	Year: 2014	Reporting Week:	Date Week Began: Date Week Ended:	12/28/2014 1/3/2015
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8. For the aggregated STCCs in item 7, report by State the following: a. running total number of outstanding car orders (a car order equals one car); b. average number of days late for all outstanding car orders; c. total number of new car orders received during the past week; d. total number of car orders filled during the past week; and e. number of orders cancelled, respectively, by shipper and railroad during the past week.

State	a. Running Total Number of Outstanding Car Orders	b. Average Number of Days Late For All Outstanding Grain Car Orders	c. Number of New Car Orders	d. Number of Car Orders Filled	e.1. Number of Orders Canceled By Shipper	e.2. Number of Orders Canceled By Railroad
AL						
AR						
AZ						
CA	17	17.9				
CO	84	19.2		26	15	
CT						
DE						
FL						
GA						
IA	261	15.5	39	40	27	
ID			2		1	
IL	110	134.0				
IN						
KS	289	13.6	10	36	15	
KY						
LA						
MA						
MD						
ME						
MI						
MN	351	13.3		219	159	
MO	39	20.9	16	2		
MS						
MT	1,545	18.1	179	426	81	
NC						
ND	4,469	17.0	237	1,250	116	
NE	339	15.0	64	109	42	
NH						
NJ						
NM	10	22.5				
NV						
NY						
OH						
OK						
OR	3	13.0		2		
PA						
RI						
SC						
SD	650	14.3	24	198	72	
TN	9	4.0		1		
TX	27	4.0	27	9		
UT						
VA						

ATTACHMENT A

VT						
WA	529	11.9			37	
WI	206	13.1			37	
WV						
WY	120	15.4	2		22	
TOTAL	9,958	17.6	600		2,414	528
						0

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			Date Week Ended:	1/3/2015

9. Plan vs. Performance For Grain Shuttle (Or Dedicated Grain Train) Round Trips, By Region, Updated To Reflect The Previous Four Weeks

Region (Please Specify Destination Region)	Trip Plan	Trip Performance			
	Dec Plan	1/3/2015	12/27/2014	12/20/2014	12/13/2014
System	2.5	2.5	2.5	2.6	2.5
CA	2.2	2.3	2.3	2.5	2.5
Gulf	2.8	2.2	2.3	3.4	2.1
Mexico	1.4	2.0	1.6	1.2	1.7
PNW	2.5	2.4	2.5	2.5	2.6
West TX	3.6	3.2	3.3	4.5	3.7

10. Average Daily Coal Unit Train Loadings vs. Plan for the Reporting Week By Coal Production Region

Region	Loadings Plan	Loadings Average
Powder River Basin	49.0	46.1
Illinois Basin		
Uinta Basin		
Northern Appalachia		
Central Appalachia		
Southern Appalachia		
Other	3.0	3.3